THE MINISTER OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI DILIP KUMAR RAY): (a) No, Sir.

(b) and (c). Does not arise.

Allotment of Kerosene

1734. SHRI CHURCHILL ALEMAO : Will the PRIME MINISTER be pleased to state :

(a) the total quota of kerosene allotted to the state of Goa per month;

(b) the portion of this quota sold on ration cards;

(c) the portion sold in the open market; and

(d) the rate fixed by the Government for sale of kerosene in fair price shops and open market?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T. R. BAALU): (a) The monthly quota of kerosene for the State of Goa during 1996-97 is 2306 MTs.

(b) and (c). The Central Government makes bulk allocation of kerosene to States/UTs. Its retail distribution within the State is the responsibility of the State Government. The kerosene allocated by the Central Government is no meant for sale in the open market.

(d) The State Government fixes the price of kerosene to be sold though fair price shops and to industries. The ex-storage prices of domestic and industrial kerosene charged by oil companies exclusive of excise duty as on date are as under :-

Domestic Kerosene	-	Rs.2001.40 per KL
Industrial Kerosene	-	Rs.6518.63 per KL

Under the Parallal marketing Scheme, private parties are allowed to import and market kerosene at market-determined prices.

Crude Production

1735. SHRI DINSHA PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether Government of Gujarat have requested the Union Government for additional grant of Rs.100 crore for production cost of crude oil;

(b) if so, the action taken by the Government thereon so far;

(c) whether similar proposals have been received from the other crude oil and gas producing States; and

(d) if so, the details thereof; State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) No, Sir.

(b) to (d). Do not arise.

Central/Centrally Sponsored Schemes

1736. SHRI MUKHTAR ANIS : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether the Government have reviewed the progress of major-Centrally sponsored projects under execution;

(b) if so, the original estimated cost and date of completion and the latest estimates of cost and date of completion, Project-wise;

(c) the financial loss involved, project-wise, including the loss due to non-completion in time; and

(d) steps taken to identify the reasons for the delay and to expedite the execution?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K.ALAGH) : (a) and (b). Yes, Sir, the Government have been regularly monitoring the progress of Central sector projects. The project-wise original estimated cost and date of completion and latest estimated cost and date of commissioning are given in the quarterly Project Implementation Status Report for the quarter ending January-March, 1996. A copy of the report is available in the Parliament library.

(c) Delay in the execution of the projects ultimately results in delay in benefits likely to accrue from the project and the consequential losses in various sectors of economy. It would not be possible to quantify the financial losses with any degree of precision from the delayed projects.

(d) Projects faced various types of problems resulting in time and cost overruns. List of various factors leading to time and cost overrun is enclosed (*Statement No.I*). measures being taken by the Government vary from project to project and time to time. Measures generally taken to improve the pace of implementation are enclosed (*Statement No.II*). As a result of various measures being taken by the Government to check time and cost overrun, the projects sanctioned in the recent past are expected to face less problems in implementation.

STATEMENT-I

The various causes for delay in the completion of projects, identified by the DPI, as a result of monitoring and analysis of the reports received from project authorities, can be summed up as follows:

I. Delay in land acquisition.

II. Delay in obtaining clearance from forest/ environment angle and lack of advance action for development of infrastructure.

III. Inadequate project preparation.

IV. Delay in tie up of adequate funds and sources of funds Budgetary internal resources, extra budgetary and external aid).

V. Delay in finalisation of detailed engineering, release of drawings and delay in availability of fronts.

VI. Frequent Scope changes.

VII. Delay in tendering and ordering.

VIII. Lack of deleneration of responsibility with the Consultant and the project organisation.

IX. Inadequate supply of inputs.

X. Non-Sequential and delayed supply of fabricated equipment.

XI. Non-sequential and delayed supply of fabricated equipment.

XII. Teething troubles due to mal functioning of equipment.

XIII. Selection of unproven technology.

XIV. Difficult geology at the project site.

XV. Poor project management practices.

According to the analysis carried out in the DPI in respect of the Central Projects indicates the following major causes of Cost escalation.

I. Change in statutory duties like excise, customs, sales tax etc.

II. Variation in foreign exchange rates.

III. Higher cost of environmental safeguards and rehabilitation measures.

IV. Higher cost of land acquisition due to higher compensation demanded by land owners.

V. Change in the scope of project.

VI. Higher prices being quoted by the bidders in certain disturbed areas.

VII. Under estimation of original cost estimate and

VIII. General price rise.

STATEMENT-II

Steps taken by the Government to streamline for preparing the original estimates and implementation of projects

(i) Two-stage project approval to ensure adequate preparation, environmental and other clearances and infrastructure planning at stage I before a project is finally approved for implementation at stage II.

(ii) Intensive monitoring of projects at various levels. This enables the monitoring agencies to identify constraints and help the management in taking remedial measures.

(iii) Indepth critical review of the progress by the project authorities and Administrative Ministries.

(iv) Setting up of Task Force/Empowered committees for speedy finalisation of contract packages, solving land acquisition and other problems.

(v) Close follow up by the Department of Programme Implementation, concerned administrative Ministries and project authorities with the State Government, equipment suppliers, contractors, consultants and other concerned agencies to minimise delays.

(vi) Inter-ministrial coordination and interaction.

(vii) Emphasis on preparation of realistic project implementation plan.

(viii) Review by the Committee of Secretaries of the Specific Projects facing constraints.

Refuelling Facility at Imphal Airport

1737. SHRI ISWAR PRASANNA HAZARIKA : Will the PRIME MINISTER be pleased to state :

(a) whether there is refuelling facility at Imphal Airport;

(b) if not, the quantity of extra fuel to be carried from the immediately preceding airports like Guwahati in the case of Air Bus A 320 flights to Delhi;

(c) whether it results in reduction in number of passengers that can be carried in the flights to and or via Imphal and it results in loss to IAC; and

(d) the steps the Government are taking to install fuelling facility at Imphal Airport to avoid these losses and public inconvenienc?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Yes, Sir. There are permanent refuelling facilities at the Imphal Airport operated by the Indian Oil Corporation Ltd.

(b) to (d). Do not arise.

Roads in Delhi

1738. SHRI RAMSAGAR : Will the PRIME MINISTER be pleased to state :

(a) whether the condition of roads in Delhi become deplorable after ever rains;

(b) if so, the reasons therefor;

(c) the corrective steps being taken in this regard; and